

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT

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and Its Reactivation

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1. Effective 1 January 1953, the East German government appointed a commission with the secret assignment of preparing the creation of an aircraft industry in East Germany. The commission was to handle all matters connected with its assignment without intervention of the Council of Ministers. The 25X1 commission consisted of the following persons:

- a. Walter Ulbricht, Vice President of the East German Republic, head of the commission.
- b. Heinrich Rau, then Coordinator for Industry and Traffic, later Minister of Machine Construction. 25X1
- c. Willi Stoph, Minister of the Interior.
- d. Bernd Weinberger, then Minister for Transport and Agricultural Machine Construction, later head of the Office for Scientific-Technical Cooperation. 25X1
- e. Bruno Leuschner, head of the State Planning Commission.
- f. Gerhard Ziller, then Minister for Machine Construction, later Secretary for Economic Affairs in the Central Committee of the SED. 25X1
- g. Willi Rumpf, State Secretary for Finances.

The composition of the commission which consisted of long-standing party members, members of the Politburo, and high government officials, showed the high degree of importance attached to its mission. The commission was given full authority to handle all matters. Only extracts of the overall planning of the commission were made available to the Ministries and other responsible offices of the government if such was deemed necessary for the carrying-out of measures decided upon by the commission. 25X1

2. One of the first steps of the commission was the establishment of the Main Administration for Transport Machine Construction which was later referred to as the 18th Main Administration of the Ministry for Machine Construction. The establishment of this Main Administration took effect on 1 January 1953. Its main office was in the former Junkers enterprise in Dessau. The old fortress, Sonnenstein in Pirna was attached to the new administration as its "Office for Material" (Materialamt). Annex 1 shows a profile sketch of the Sonnenstein castle and the Pirna area.

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The Materialamt was a closed compound in the easternmost part of Pirna, just south of the Elbe river, and located on a slope about 150 meters above the level of the Elbe river. It was surrounded by a stone wall about 2 meters high. A building in the northern part of the compound was used as the Central Archives of the 18th Main Administration (Z in annex 2, which shows a sketch of the Materialamt). The buildings of the compound were centered around an old church and cemetery. After the compound was taken over by the 18th Main Administration, the church (K in annex 2) was used as a storage room for wood. In the western part of the compound a large building (B in annex 2) was used as a casern for a guard unit of the Volkspolizei, consisting of about 400 men. The western part of the compound was separated from the remainder by a barbed-wire fence about 2 meters high (F in annex 2). The main entrance (E in annex 2) into the compound was in the western part occupied by the Volkspolizei and was guarded by a Volkspolizei guard (G in annex 2); the Volkspolizei had complete control over the entire compound. The administration building of the Materialamt was in an old castle (C in annex 2) located northwest of the Central Archives building. West of this building was the Economic Office (W in annex 2); this building also housed the central heating installations for the compound. A clubhouse (L in annex 2) for personnel of the Materialamt was located just north of the southern wall of the compound. All buildings designated by the letter "S" in annex 2 were used as offices for the interpreters who translated Russian documentary material into the German language and for construction engineers who designed the blueprints for aircraft to be constructed. All these buildings had large basements in which construction components (Baugruppen) of aircraft were stored. The buildings designated by the letter H in annex 2 were halls constructed after the compound was taken over by the 18th Main Administration. These halls were used as construction halls and work shops where models of new aircraft and their parts were to be built. Southeast of the compound and not included in its area protected by the stone wall, about 10 residential blocks (R in annex 2) were built after the compound was taken over by the 18th Main Administration. These blocks were for the engineers and specialists attached to the 18th Main Administration and working in the Materialamt compound. The southern part of the Materialamt was protected by a ditch (D in annex 2) about 1.50 meters deep. The Central Archives building was surrounded by a barbed wire fence and protected by four towers (T in annex 2) which were manned with armed guards. During nighttime this building was illuminated by strong projectors. Armed patrols with dogs were assigned to permanent duty around the building. Only a limited number of specialists were allowed to enter the Archives building.

3. Formally, the 18th Main Administration was under the responsibility of Minister Bernd Weinberger. He, in turn, was responsible to the above-mentioned government commission and not to the Council of Ministers. A small group of functionaries within the Central Committee of the SED was also kept informed on the activities of the 18th Main Administration. The members belonging to this group were obliged to maintain strict secrecy on all matters connected with the 18th Main Administration even with regard to the other members of the Central Committee. This group within the Central Committee was headed by Fritz Zeiler (now responsible for the Machine Construction Section within the Central Committee). When the Main Administration for Transport Machine Construction was founded, Walter Meister was appointed its head. Immediately after he took office, he issued the order that the work of the Main Administration was to be a strict secret and that no expression referring to aircraft was to be used in the official correspondence of the administration. Correspondence with firms working for the Main Administration was to refer to "special equipment for fishing" and similar equipment.

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4. The following persons worked immediately under Meister:
- a. Friedrich Rupp, a former trade specialist, chief constructor.
 - b. Alfred Reichel, former head of VEB Katalwerk Meissen, responsible for production, investments, and material supply.
 - c. Hornoff (fnu), former employee of the Ministry of the Interior, responsible for general administration, finances, cadre and security.
 - d. Packhauser (fnu), responsible for social and political affairs (Gesellschaftspolitische Fragen).

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5. The work of the Main Administration was supervised by Soviet specialists. The head of the Soviet supervisory group was Charenkov (fnu), alleged to be the director of a Soviet aircraft factory.

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6. The following enterprises were directly affiliated with the 18th Main Administration; i.e. they were assigned to work exclusively for it;
- a. a new enterprise in the Junkers territory in Dessau. Construction of this enterprise was begun in 1953.
 - b. VEB LOWA Waggonbau, Dessau (manager: Thiel, (fnu))
 - c. VEB SANNAR Gasgeraetewerk, Dessau (Manager: Pulst (fnu))
 - d. VEB RAW (Reichsbahnausbesserungswerk), Dessau (manager: Engel (fnu))
 - e. VEB NAGEMA (~~Nahrungsmittel- und Genussmittelmaschinen~~) Maschinenfabrik, Schkeuditz (manager: Wendt (fnu))
 - f. VEB HABEMFA (Hallesche Baeckereimaschinenfabrik), Halle (manager: Euler (fnu))
 - g. VEB OPTIMA Buchdruckmaschinenfabrik, Leipzig (manager: Rieprecht (fnu))
 - h. VEB Buchdruckmaschinenfabrik, Leipzig (manager: John (fnu))
 - i. VEB ABUS Apparatefabrik, Magdeburg (manager: Schuester (fnu))
 - j. VEB Kraftfahrzeug-Reparaturwerk, Wismar.
 - k. VEB Moebelfabrik, Anklam.
 - l. VEB IFA Motorenwerk, Karl-Marx-Stadt (manager: Gaudlitz (fnu))
 - m. VEB MIHOMA (Mitteldeutsche Holzbearbeitungsmaschinenfabrik), Markranstaedt (manager: Gotthardt (fnu))
 - n. VEB Industriewerk, Ludwigsfelde (manager: Vester (fnu))
 - o. VEB LOWA Lokomotiven- und Waggonbau, Gotha
 - p. VEB NAGEMA Maschinenfabrik, Heidenau (manager: Poeschel (fnu))
 - q. The former Geraetewerk in Schoenebeck (Elbe). This enterprise which was demolished by the Soviets after the end of hostilities, was to be reconstructed, but reconstruction was not begun in 1953.

While the above-mentioned enterprises were to work exclusively on orders of the 18th Main Administration, a large number of other enterprises were also affiliated with it but not working exclusively for it. They carried out orders of the 18th Main Administration in addition to their other work, and all of them had acceptance officials of the 18th Main Administration in their plants. Among these enterprises were:

- r. VEB NAGEMA, Scharfenstein
- s. VEB Simson, Shul (only one of its three plants)
- t. VEB IFA-AUDI, Zwickau
- u. VEB Funkwerk, Leipzig
- v. VEB RFT, Quedlingburg
- w. VEB IKA Grubenlampen, Zwickau
- x. VEB IKA, Suhl
- y. VEB IKA, Ruhla
- z. VEB Nietenfabrik, Thal
- aa. VEB Askania, Teltow.

7. The first construction task assigned to the 18th Main Administration was the construction of two models of Soviet aircraft, namely a MIG 15 and a two-seater YAK training craft. One model of each type was to be completed by the end of 1953. In addition, construction of a zero series of 10 planes of each type was begun in 1953. The production plan furthermore provided that in 1954 150 to 200 aircraft of each kind were to be produced and that, as of January 1955, a daily production of 4 aircraft of each type was to start. In addition, two spare jet engines for the MIG and two spare engines for the YAK were to be produced daily in 1955. In anticipation of the planned 1954 production the Material Procurement Department of the 18th Main Administration, from March to August 1953, procured and stored the materials needed for the construction of 60 MIG 15s and 60 YAKs. The total weight of this material was about 500 tons. About 200 tons of this material were stored in the Pirna-Sonnenstein compound. The remainder of it was stored at VEB Elektromotorenwerk in Gruenhainichen near Karl-Marx-Stadt; the enterprise named was evacuated for this purpose. The production plan of the Main Administration furthermore provided that, as of 1 January 1955, the amount of 5 million DME per day was to be spent for total production (including all costs for material, personnel, maintenance, etc), but not counting investments. In order to attain the planned production goal, the following material was made available to the 18th Main Administration by the Soviets:

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- a. 3 MIG 15s with armament
- b. 3 YAK trainers
- c. 3 sets of blueprints for each, the MIG and the YAK
- d. 3 sets of "technological documentation" (Technologien) for each, the MIG and the YAK. The technological documentation contained detailed instructions for the construction of the craft. All documentation was in Russian.

The documentary material made available by the Soviets filled 7½ freight cars of 20 tons each. The documentation was brought into the Central Archives building of the Pirna-Sonnenstein compound (Materialamt) and was stored there. Two hundred interpreters (Germans who knew the Russian language) were employed for the translation of this material. The three MIG and YAK machines were disposed of in the following way:

- 1) One craft of each type was completely assembled. The assembled MIG and YAK machines were stored, one in each of the new halls (designated by H on annex 2) of the Pirna-Sonnenstein compound.
- 2) One craft of each type was dismantled and the individual parts were combined into construction components (Baugruppen) and stored in the basements of buildings (designated by S on annex 2) of the Pirna-Sonnenstein compound. Each construction component was made available to those specialists who worked on that particular component. Only a small number of specialists were allowed to study all components.
- 3) One craft of each type was also dismantled and the individual parts again combined into construction components. These components were sent to the "chief enterprise" (Leitbetrieb) responsible for the production of this component, in order to expedite the production.

8. MIG 15 Production

- a. The chief enterprise (Leitbetrieb) for the MIG 15 construction was the new enterprise on the Junkers property in Dessau. Assembly of all MIG 15 construction components was to be carried out in this enterprise. Construction of the new plant was entrusted to Spott (fnu), a former construction engineer of the Junkers firm. Johannes Schmalck, technical director of VEB Maschinenfabrik Halle, was groomed to become the manager of the new Junkers plant.
- b. VEB Reichsbahnausbesserungswerk (RAW) in Dessau was selected as the Leitbetrieb for the production of the fuselage (Rumpf) and of the wings (Flaeche). Production of the wings was later to be transferred to the former Siebel plant in Halle after the necessary investments were carried out.
- c. The Halle enterprise mentioned, in cooperation with VEB Kraftfahrzeug-Reparaturwerk (KFZ) in Wismar, was appointed the Leitbetrieb for the production of the control services (Leitwerk).
- d. VEB OPTIMA in Leipzig was selected as the Leitbetrieb for the undercarriage. Since the OPTIMA enterprise was also to produce the undercarriage for the YAK, a second enterprise was to be built in Leipzig. In addition, a damaged hall of the former Mansfeld enterprise in Halle was reconstructed and provided with air conditioning installations for Arcatom welding.
- e. VEB MIHOMA in Markranstaedt was appointed the Leitbetrieb for the production of the hydraulic system of the craft.
- f. The Leitbetrieb for the production of jet engines was VEB IFA-AUDI Kraftfahrzeug-Reparaturwerk in Zwickau. In the immediate vicinity of this enterprise, the test stands for the engines were to be installed.

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- g. The most important auxiliary enterprises (Zulieferbetriebe) for the production of the jet engines were:
- 1) VEB Industriewerk Ludwigsfelde, which was to produce the pump aggregates. This enterprise was also to produce special tools for the Main Administration.
 - 2) VEB SANAR in Dessau, where sheet metal parts (Schubduesen, etc.) were to be produced.
 - 3) VEB NAGEMA in Scharfenstein, which was to produce the combustion chambers.
- h. VEB LOWA (Lokomotiven-und Waggonbau) in Dessau was selected as emergency substitute enterprise (Ausweichbetrieb) for the entire jet engine production, i.e., it was to assume the role of Leitbetrieb* instead of the new enterprise in the Junkers, Dessau, territory in case this Dessau enterprise was for any reason unable to fulfill its role. In addition VEB LOWA, Dessau, was scheduled to become the chief enterprise for the overhauling of all jet engines.
- i. The impeller (Leitrad), the impeller compressor (Verdichterrad), and the main shaft of the jet engine could not be forged in East Germany, since the heaviest East German forging press available was the forging press of VEB Stahlwerk in Groeditz with a pressure of 6,000 tons, which was insufficient for the task. It was therefore planned that the parts mentioned were to be forged in the V. I. Lenin Works, n.p. in Pilsen, Czechoslovakia, with the aid of the 10,000-ton forging press there.
- j.
- k. The following three persons were assigned supervisory functions for the MIG 15 production:
 Creuzburg (fnu), a former Junkers specialist, was assigned overall responsibility for the production of the Zelle (fuselage, wings, and control services).
 Johannes (fnu) was assigned overall responsibility for the production of the jet engine.
 Feese (fnu) was assigned responsibility for the armament of the MIG 15 (two caliber 3.7 mm. automatic rapid-fire cannons and one caliber 11 mm. machine gun).
9. YAK Production
- a. VEB NAGEMA in Schkeuditz was appointed the Leitbetrieb for the YAK production. Assembly of the machine was to be carried out there. The Schkeuditz airfield was to be used for testing the assembled craft.
 - b. In addition to its function as overall Leitbetrieb for the YAK, VEB NAGEMA in Schkeuditz was also selected as Leitbetrieb for the "Zelle" of the YAK machine. This was only a provisional measure since no other enterprise was available at the time. However, engineers, contractors and other specialists of VEB LOWA in Gotha were transferred to Schkeuditz in order to participate in the construction of the "Zelle" for the zero series of the YAK aircraft. Later on, VEB LOWA in Gotha was to become the Leitbetrieb for the YAK "Zelle".

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* Note: Leitbetrieb: Leading enterprise.
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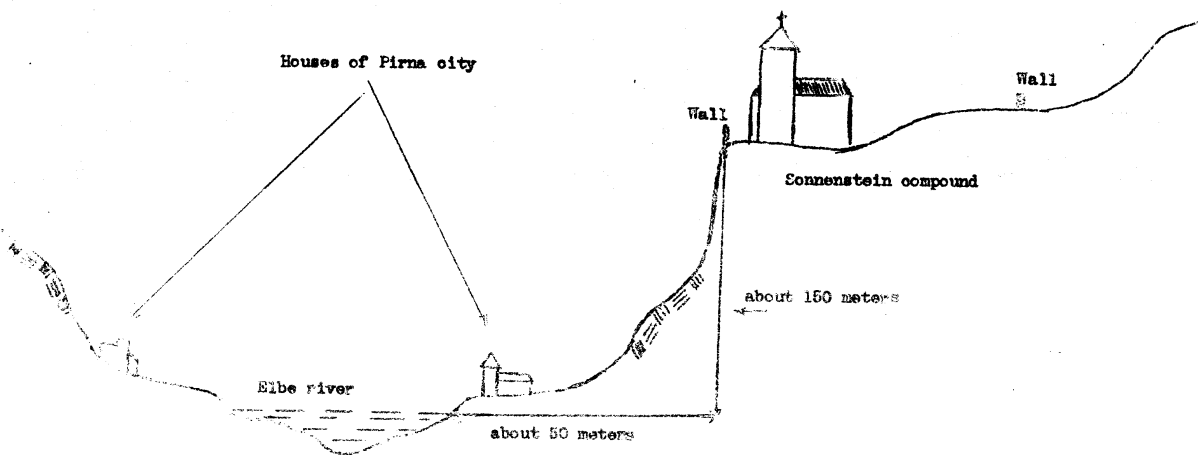
- c. The undercarriage of the YAK was to be produced at VEB OPTIMA in Leipzig.
- d. VEB Moebelfabrik in Anklam was appointed the Leitbetrieb for the production of the YAK propeller.
- e. VEB IFA Motorenwerk (former Wanderer) in Karl-Marx-Stadt was appointed the Leitbetrieb for the production of the YAK engine. This enterprise was to work in close cooperation with VEB NAGEMA in Heidenau and VEB Industriewerk in Ludwigsfelde.
- f. Other important auxiliary enterprises for the YAK production were:
- 1) VEB Vergaserfabrik and the IKA enterprises in Ruhla and Suhl for the ignition system and the generator.
 - 2) VEB Stahl-und Walzwerk in Riesa for the production of steel tubing from special HGSA alloys (GOST nomenclature).
 - 3) VEB Hartmetallwerk in Immelborn for drawn-iron parts.
 - 4) VEB Edelstahlwerk in Doehlen for the production of special steel and other alloys. Dr. Bittersmann (fnu), metallurgist, was made responsible for the special alloy production.
10. The entire work of the 18th Main Administration was protected by a special unit of the State Secretary Police. Overall responsibility for the protection was assigned to Switalla (fnu), head of the Dessau branch of the State Security Services.
11. After 17 June 1953, the 18th Main Administration was formally dissolved. In August 1953, all investments were discontinued and the enterprises mentioned above which were converted to aircraft production were partly reconverted to their original production tasks. All documentary material and all construction components which were issued to the enterprises affiliated with the 18th Main Administration were returned to the Pirna-Sonnenstein compound from August to October 1953 under the surveillance of Soviet officials headed by Cherenkov. The machine tools and other tools were carefully preserved and stored either in Pirna-Sonnenstein or at other places². The work of the 18th Main Administration was discontinued until the summer of 1954, when a large number of aircraft specialists were returned from the USSR to Germany. The 18th Main Administration was then reactivated. Walter Meister was relieved of his functions and was replaced by Henry Henrion, former manager of VEB Siemens-Planitz in Berlin. Prof. Brunolf Baade was made technical head of the reactivated Main Administration. Construction work at the airfields in Schkeuditz and Dresden-Klotzsche was resumed. Relations with the Institute for Aerodynamics of Dresden Technical University were re-established for the training of specialists for the reactivated Main Administration. Packhauser (fnu), who was responsible for social and political affairs of the Main Administration in 1953, has been reinstated in his function and is now again at Pirna after having spent one year of schooling in the USSR. Fritz Zeiler, who in 1953 headed the group in the Central Committee of the SED which was informed of the activities of the 18th Main Administration, was relieved of his function and replaced by Otto (fnu), who assumed this function after having also undergone a year of training in the USSR. Many aircraft specialists returned from the USSR were assigned functions in the reactivated Main Administration and are now living in the residential blocks near the Pirna-Sonnenstein compound. In January 1955, the number of employees in Pirna-Sonnenstein was about 600. Two hundred of them again are interpreters working on the translation of Russian documentary material. The reactivated Main Administration now has permanent offices in the House of the Ministries (Haus der Ministerien) at Leipzigerstrasse in Berlin. The offices are on the third floor (White Etage) of the building in the former offices of Heinrich Rau's Coordination Office for Industry and Traffic.

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Annex 1



The Pirna-Sonnenstein Compound
(Profile sketch)

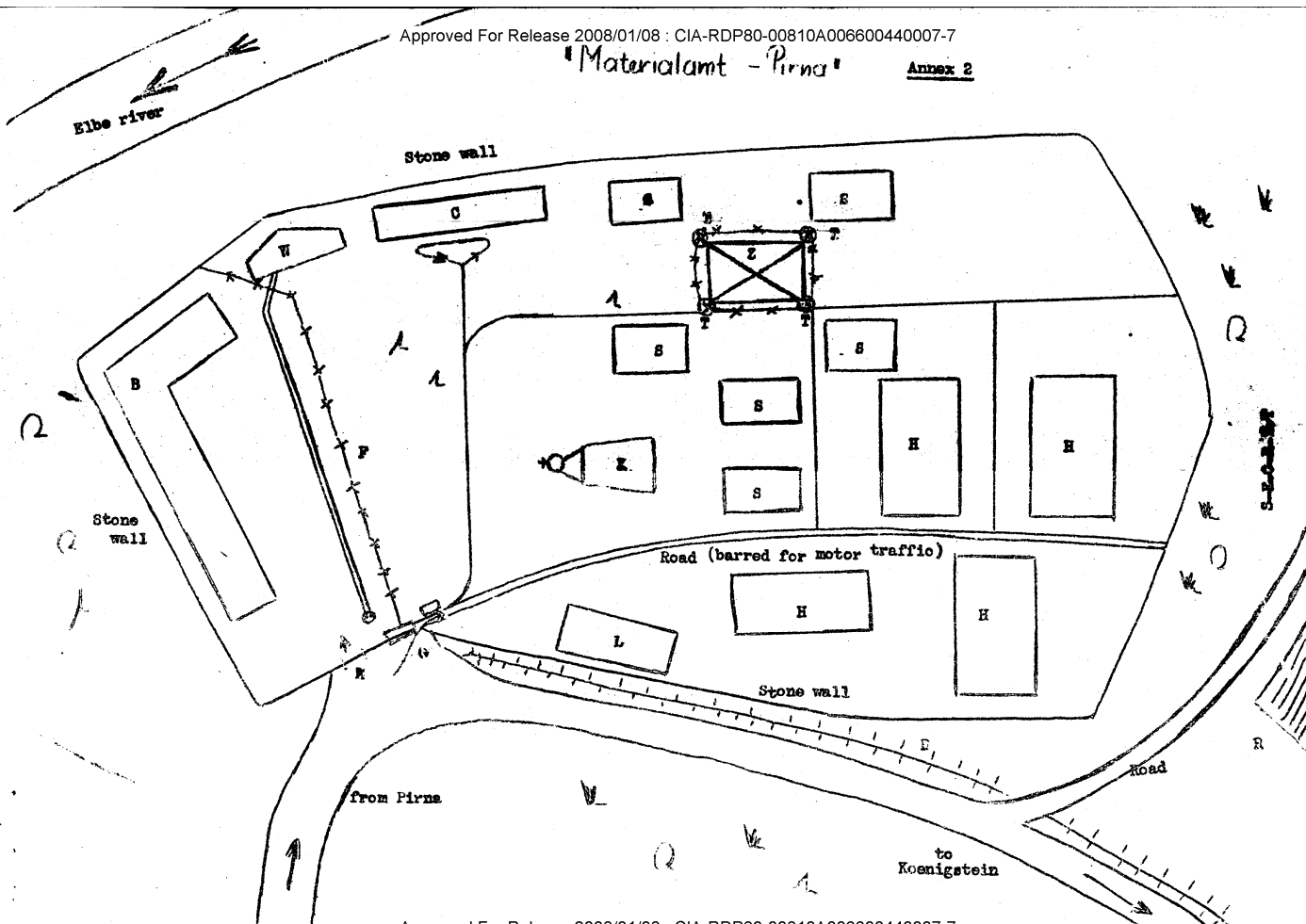
'Materialamt - Pirna'

Annex 2

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See P. 3-R-2-F

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